

# STREET CAR COLLISION

## Trolley Car Knocks Tram Car Off the Track.

THE first collision between cars of the Honolulu Rapid Transit and the Hawaiian Tramways companies occurred yesterday afternoon about 5 o'clock at the corner of Hotel and Nuuanu streets resulting in the partial wrecking of the tram and injuries to four persons, two severely. Of the latter one was an Hawaiian woman named Annie Pau, whose right shoulder was dislocated, and the other a Chinaman named Ah Young, whose face on the right side near the eye was badly cut. Clarence Martin, formerly a member of the Mounted Patrol, was cut on the left leg below the knee, and a little part-colored girl named Annie Madani received a cut over the right eye.

The accident, according to the testimony gathered from eye-witnesses and from persons in the tram car, was due to the over zealousness of the tram car driver in attempting to cross the tracks of the electric road while the trolley car was bearing down upon the crossing, the gong being sounded repeatedly. The electric car was moving slowly according to the regulations of the company requiring the utmost caution in crossing street intersections and especially where the track of the tram company intersects.

Car 26 was bound toward Palama. Motorman Rice shut off the current when near the corner and rang his gong continually until the corner was reached. Car 13 of the tram company was bound down Nuuanu street. The driver instead of checking in his mules whipped them up and attempted to cross in front of the electric car. Before the tram car had cleared the track of the electric road the trolley car struck the former close to the platform. There was a rending of wood, splinters flew about, and the car was lifted bodily and turned over upon its side near the Ewa-makal corner. There were in the car at the time five or six women and five men. When the car struck the ground every window was broken and the glass scattered about the passengers like rain. The entire top of the car was wrenched off by the impact. The women screamed and some of the men shouted, the Chinese passenger evidently being the worst scared of the lot. All were thrown violently against the sides and roof. A dozen spectators ran to the overturned tram and assisted the passengers out through the smashed roof. The Chinese seemed the worst hurt, as his face was streaming with blood. One of the native women moaned when taken out and was sent to the hospital. It was found her right arm and shoulder were wrenched and dislocated. Martin crawled out by himself and after taking an inventory found he had sustained a deep scratch on the left shin, the blood staining his white trousers. A young boy who was riding on the front platform of the tram jumped when he saw the danger and escaped injury.

The mules managed to keep their feet and were quickly released. Several big policemen and bystanders righted the car, placed it again upon the rails, the mules were hitched to the mauka end and the wrecked car was drawn up to the Beretania switch. The electric car was damaged to the extent of having its fender crushed and bent back upon the draw-beam. A dent in the iron apron and a scratching of paint were also sustained.

The motorman and conductor of the electric road immediately began taking down the names of the passengers in both cars and of those who witnessed the accident, according to the standing instructions of Manager Ballentyne.

W. H. Soper who was in the tram car says: "I was riding in the car with a number of other passengers. When we neared the intersection I heard the gong of the electric car and looked out at it. The electric car was coming along very slowly. Suddenly the driver of the tram whipped up his mules and endeavored to get across before the trolley car. The first I knew there was a crash and the car went over on its side. I was dazed for an instant and then made haste to crawl out of the open top."

Clarence Martin gives his experience in about the same way, adding that he must have struck his shin upon the side seat or against a window frame thereby producing a wound.

It is understood that Manager Pain of the Tramways company is securing the names of witnesses to the accident for the purpose of proving that the motorman of the Rapid Transit car was to blame. The tram driver has reported to Manager Pain that he was on the track before he was made aware of the presence of the other car, and before he could whip up his mules to clear the track, the trolley car had struck.

It is learned in police circles that the police officer on duty at the corner, held up a warning hand to the tram driver when he saw that the two cars were liable to collide, but that the tram driver disregarded the signal.

### Mr. Rumsey Returns.

S. L. Rumsey, of Benson, Smith & Co., is back from a four-and-one-half months' visit among old friends in New York and elsewhere in the East. He had a narrow escape while away, being one of the passengers on a train which suffered a head-on collision in Wyoming. While touring New Jersey, Mr. Rumsey tried to find Mr. Stratemeyer, but missed him. He went through the extreme hot weather of the East, and is glad to find himself once more in a trade-wind climate.

# PICTORIAL HISTORY OF THE WEEK



THE NATIVE SONS OF CALIFORNIA WILL CELEBRATE.



HOGAN IS COMING TO HONOLULU.



THE QUARRY DISTURBS THE ASYLUM INMATES.



THE SWELLED HEAD.



GERMAN OFFICERS ARE ON A TOUR OF INSPECTION.

## RELATIONS OF THE CHINESE

Sir Robert Hart's Book on Them is Criticised as Likely to Be Misunderstood.

LONDON, AUG. 27.—A correspondent of the Times calls attention to the following passages in a speech recently addressed to the Shanghai branch of the China Association by Byron Brennan, British consul general at Shanghai, criticising Sir Robert Hart's book, "Those From the Land of Sinim." Mr. Brennan is described as one of the ablest members of the consular service, who speaks with twenty-five years' experience, and whose name Lord Lansdowne a few nights ago mentioned "among those experts whom the government had the advantage of calling into their councils" during the last critical phase of the Chinese question. The speech was made on July 19, and the passages referred to are as follows:

"I used to think that after thirty years' experience one could form a pretty good idea of the position, but rarely in this respect my faith has been shaken, for I have been reading a book written by a man who has had much longer residence than I can claim—I do not say he has had more experience, because experience is not measured by years, but by the intelligent use you make of your opportunities. The book I refer to is called 'Those From the Land of Sinim.' As this China association concerns itself with all matters connected with treaties, I may be pardoned if I refer to one or two passages in that which arrested my attention. One is that the fact that foreigners are allowed to participate in the coast trade is unfair to the Chinese, and more especially what is unfair is our lately acquired right of navigation in the inland waters, a right which has been so beset with precautions, rules and regulations that up to the present time not a single steamer has managed to force its way through them. That book says, 'In what other country would that privilege of coast trade be allowed to a foreign flag? I think the question should have been, in what other country are means of communication between one part of the coast and another made so difficult by cumbersome fiscal rules, made by a gentleman not from the land of Sinim, but from the land of Erin? We all hope that from what happened last year, which has been euphemistically called an international episode, some good may come and that the British merchant may have something more pleasing to contemplate than a mere increase of taxation. I trust that whatever advantage we may secure will not be at the cost of extra-territoriality, the abolition of which has been so strongly advocated in the book to which I am referring. One really rubs one's eyes when one reads the pages of that book. These are not extracts from 'Vice Versa,' by F. Anstey, they are from a serious book."

"Could we but give up extra-territoriality relations would at once right themselves, rancor disappear, and friendliness rule instead. Trade would be freely permitted everywhere, and the investment of capital and development of internal resources meet with no unnecessary obstacle."

"If foreigners were subjected to Chinese jurisdiction Chinese officials would be specially on their guard and possibly receive the most express orders from their government to not only observe the greatest circumspection in all their dealings with foreigners, but avoid subjecting them to any treatment that could be complained of anywhere by anybody. The whole force of Chinese thought and teaching would then be enlisted in the foreigners' favor through its maxim regarding tenderly treating the stranger from afar."

"What that 'tender treatment' amounts to we all saw last summer. One really wonders if these words were really written in sober earnest. How is it that the very highest Chinese like to invest their money under a foreign name or seek the protection of the foreigner for their enterprises, and that every Chinaman who has a cousin in Singapore tries to base upon that a claim to be a British subject? You may think it rather rash of me to criticise the work of a man whom journals far from the scene of action describe as a man of eminent authority. Gentlemen, the right to criticise a book is included in the price you pay for the work, and to criticise a book which may be misunderstood when it falls into the hands of the inexperienced and uninitiated, I think, is the duty of every man whose opinion has any weight."

## STANDARD IS READY TO BRING DOWN FUEL OIL

Upon the report of Mr. C. A. Watson.

who is now here to look over the ground, will depend the decision of the Standard Oil Company as to its entering the Hawaiian field for the supply of fuel oil. Mr. Watson arrived in the Mariposa and will today begin his investigations. The Standard has been in communication with the leading houses here and information will not be hard to secure.

But Mr. Watson is not the only oil man, as there are others who have plans for securing a share of the trade and are now in the city for the purpose of meeting the agents and trying to get hold of a share of the contracts which must be preliminary to incurring the expense necessary for the establishment of such storage plants and tank steamers as would be involved in carrying on the business. One of these is H. H. Blood, who represents several of the interior oil companies.

The most important thing in any scheme for carrying oils from California here for fuel purposes is a tank steamer. There is not in this ocean at the present time a ship suitable for the trade and none are on the stocks. The only ship under consideration at the present time is a 12,000 barrel ship, of light draught, which the Union Oil Company has under consideration for the coasting trade. This is too small for the island business as there would have to be not less than 30,000 barrels carried in one vessel to make it profitable for the ship to make the trip with cargo only one way. This places the Standard in the best position as there are ships belonging to that company in the Atlantic which could be brought around in sixty days' time. There has been much discussion on the Coast during the past few years over the conversion of cargo ships into tank steamers, but the only trial of this plan, that in the case of the Bawmmore, was not a success, as the transformation cost three times the estimate, and the ship

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### NOTHING LIKE OIL

"In dealing with man, remember that a spoonful of oil will go farther than a gallon of vinegar." The same may be said of children. There is nothing so good for children as the old-fashioned castor oil. However much they abhor it, it is their best medicine for disorders of the bowels. In the most severe cases of diarrhoea and dysentery, however, Chamberlain's Colic, Cholera and Diarrhoea Remedy should be given after the oil operates, and a quick cure is sure to follow. For sale by all druggists and dealers. Benson, Smith & Co., Ltd., agents for Hawaiian Territory.

was then not of the best type.

The trade here is not considered a large thing by any of the men who have examined it, owing to the fact there seems little room for growth and at the present basis of coal consumption the total trade in oil is not estimated at more than a half million barrels a year. This is only a fair business for one large company and the cost of the plant would make it undesirable if it should become greatly split up. The investment in the case of a decision to go into the trade would be very large, as there would have to be provided a shipping port, as there is not enough depth of water at San Pedro to permit a large steamer to go to the docks. At this end the investment would be greater as there would have to be a storage plant with capacity for at least 140,000 barrels, four tanks of about 35,000 barrels each being planned. In addition there would be necessary tank cars, as the ordinary methods of pipe lines would be out of the question, owing to the fact that the oil is so heavy that the lines must be extremely large, six inches being the ordinary size.

The details of the plans which would have to be followed out in supplying each of the islands have not been discussed, but the Standard would aim to keep in storage a half year's supply, so as to be able to guarantee the carrying out of contracts for fuel. This would mean bunches of tanks on all the four islands which grow sugar, and the construction of wharves where the ships could go for the purpose of unloading. All of these details will be gone into by Mr. Watson before he makes a report upon the possibilities. When seen last night Mr. Watson refused to enter into any discussion of his trip saying that everything would depend upon the interviews which he would have with the sugar houses and until he had made himself acquainted with the local situation, he could not talk about the plans which he would recommend.

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## A ROW IN MANOA VALLEY

An assault case that may have serious results occurred yesterday in Manoa Valley. The first the police knew of it was when Kallimapehu, a native residing in the valley, came to the police station and made a complaint against some Chinamen for working on Sunday. A little while after he had left a wounded Chinaman was brought down to the station in a rig. He had several cuts and bruises on his head and one wound in the scalp was especially serious. He was taken to the Queen's Hospital and examined. The wound proved to be a bad one, though it is impossible to tell at present if death or serious permanent injury will result. The Chinamen alleged that while they were working in their truck garden some natives came up and one of them, John Kallimapehu, who is the tenant officer of that district, ordered them to cease working. Upon their refusing to do so, John and the other natives, whose names are Moapono, Charley Kallimapehu and Kalei Kallimapehu fell upon them and hit them with sticks and stones, the result being that one of the Chinamen, Tum Fat, received the cut in the head. Superintendent Eckardt of the Queen's Hospital states that the wound does not seem to be one inflicted with a stick or

# FATALLY INJURED

## Tracy McDonald Dies at Queen's Hospital.

Tracy McDonald, familiarly known among horsemen and the kamaainas of Honolulu, is dead. He met his death in the harness, so to speak, while engaged in driving the spirited horse San Jose last Saturday. As the result of the injuries received in a runaway on Palace Square, he was taken to the hospital, where he expired at 11 o'clock yesterday morning, without having recovered consciousness. He will be buried this afternoon at Pearl City, the services taking place at Henry Williams' undertaking parlors, at 1:30.

There is an odd story connected with the accident. Last Wednesday evening a gentleman hired a horse and rig from the Club Stables and drove to Walkiki to attend a wedding there. The horse was San Jose, an animal well known for his nervousness and an inclination to shy. The horse was tied up at the Hotel Annex while the gentleman was away. On the wedding guest's return, he was surprised to find the horse and buggy gone. The police were notified and a search instituted which lasted until Saturday morning without the horse being found. Saturday morning M. C. Macfarlane went into the stable of the Annex and discovered a strange horse there. He interrogated the Japanese hostler, who was a new hand, and learned from him that the horse and buggy had been brought into the stable Wednesday night. He thought it belonged to the place, and attended to the animal. Mr. Macfarlane knew the horse's owners and notified the Club Stables. "Mac" McDonald, who is connected with the stables, was sent out to bring the horse and buggy in. All went well until Palace Square was reached. Suddenly the horse, either through fright or from the bit breaking, started to run.

The driver attempted to check him in his wild rush, but was unable to do so. He called to him and exerted his muscle to the utmost. The horse dashed toward the corner occupied by the Wall residence. Eye-witnesses state that the horse missed the telephone pole, but the buggy crashed squarely into it. Poor McDonald was thrown violently out, striking headlong upon the stone curbing. The horse continued on down King street, dragging the wrecked buggy, minus the top and two wheels, which lay near the insensible form of McDonald. The buggy and the horse parted company opposite the Young building, and the horse finally ran into another horse which was tied to a telephone pole. The strength of the rope was all that prevented another runaway. The horse was captured and taken to the police station. A number of people saw the accident and at once went to McDonald's assistance. He was found to have sustained two contused wounds on the forehead about three inches above the eyes, while another and more serious one was near the crown, where the skull had been fractured and the bone forced down into the brain. Blood flowed from his mouth. When lifted into the patrol wagon to be taken to the hospital, he was barely breathing, and it was thought that he had not long to live.

Tracy McDonald was about sixty years of age, and had been a resident of the Hawaiian Islands for nearly a quarter of a century. He leaves a wife and grown-up son and daughter in Spanish Town, Half Moon Bay, San Mateo county, Cal. He came to Honolulu with about the first lot of imported horses and remained here always connected with the raising and training of horses. He is said to have been quite well-to-do in California, but reverses came, and he lost his means and came here to begin over again.

## List of Locomotives, Cane Cars and Portable Track For Sale by The Hawaiian Commercial and Sugar Company.

Two BALDWIN LOCOMOTIVES, 24" gauge, 6 wheels connected, 6 feet 2" wheel base, 30" wheels, cylinders 10" x 14", side pump and injector, weight 12 tons, 8-wheel tenders, 1,200-gallon tanks.

Fifty SPARE TUBES, spare pistons, rings and stems, valves, springs, shoes and wedges, injector, oil cups, etc., etc.

One BALDWIN LOCOMOTIVE, 24" gauge, four 22" drivers, 40" wheel base, single pony truck in rear, weight 8 tons, 4-wheel tender, 800-gallon tank, cylinders 7" x 10", 2 headlights, also fitted with saddle tank.

One spare SMOKESTACK, spare hangers, springs, pistons, shoes and wedges, etc.

Four hundred CANE CARS.

Twenty-five FLAT CARS for hauling railroad iron.

Five miles of 12-pound PORTABLE TRACK, with steel sleepers of the Fowler patent.

Five to ten miles of 12-pound PERMANENT TRACK, together with fish plates. No bolts or spikes for same.

This whole outfit is a 2-foot gauge, and practically in good working order. The cars have a capacity of 3 to 4 tons of cane.

The reason for selling same is on account of increasing the gauge of roads, consequently necessitating new rolling stock.

Prices for same can be had of Alexander & Baldwin, Ltd., Honolulu, or the Hawaiian Commercial and Sugar Company, Spreckelsville, Maui. Goods will be delivered F. O. B. Kahului wharf, Maui.

## McBRYDE SUGAR CO., Ltd.

NOTICE IS HEREBY GIVEN THAT the twelfth and final assessment of 15 per cent (\$3.00 per share), levied on the assessable stock of the McBryde Sugar Co., Ltd., is due on September 2, 1901, and will be delinquent on September 16, 1901.

Stockholders will please make prompt payment at the office of Messrs. Theo. H. Davies & Co., Ltd., 111, Market Street, Honolulu, or at the office of F. M. SWANEY, Treasurer McBryde Sugar Co., Ltd., Honolulu, August 7, 1901.